

**IN THE CLAIMS:**

1. (Currently Amended) A method for controlling the timing of ignition in each of a plurality of cylinders of an internal combustion engine used to power a transmission having a plurality of gears through a crankshaft, the method comprising the steps of:

identifying one of the plurality of gears ~~gear~~ transmitting power generation from the internal combustion engine;

measuring a speed of operation for the internal combustion engine ~~and~~ by measuring the revolutions per minute of the crankshaft of the internal combustion engine to establish a measured revolution per minute value;

identifying timing parameters using a look-up table;

determining whether the measured revolution per minute value is represented in the look-up table; and

generating the timing parameter for ignition for each of the cylinders of the internal combustion engine.

2. (Cancelled)

3. (Cancelled)

4. (Cancelled)

5. (Currently Amended) A method set forth in claim 1 -4- including the step of interpolating the timing parameters from member values of the look-up table close to the measured revolution per minute value.

6. (Original) A method as set forth in claim 5 including the step of collecting values for revolutions per minute from cells in the look-up table that are close to the measured revolution per minute value.

7. (Cancelled)

Amendment

Serial No: 10/031,862

8. (Cancelled)

9. (Cancelled)

10. (Cancelled)

11. (Cancelled)